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25X1

25X1A

15 May 1953

6

25X1

## REFERENCES

25X1 1. On the western side of Gelendzhikskaya Bay (N 44-34, E 38-05), there was a  
25X1 military airfield which had been constructed in 1944 [note sketch on page 47].  
25X1 It had one concrete airstrip approximately 1000 m long and 70-80 m wide.  
25X1 The airfield had no hangars, and planes were parked in the open day and night.  
25X1 I approached this airfield very often while hauling sand from the sand quarry  
25X1 [note sketch on page 57]. [redacted]  
25X1 [redacted] on many occasions since the  
25X1 war [redacted] several dozen YAK fighter planes there at a time. [redacted]  
25X1 [redacted] observed 30 or 40. [redacted]  
25X1 [redacted]  
25X1 [redacted] it had a complement of several hundred men, based on the traffic to and  
25X1 from the airfield and on the number of men [redacted] working either on the  
25X1 airfield itself or in its vicinity. [redacted]  
25X1 [redacted] all pilots at the  
airfield were officers. They lived in Gelendzhik in private apartments, and  
commuted in sky-blue air force busses.

a. The following buildings were located on the airfield [note page 57]:

**SECRET**

25X1A

STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC						

- 25X1 (1) Control Tower: a two-story building which housed several  
25X1 offices and radio facilities; several vehicles [redacted]  
25X1 [redacted] what looked like radio apparatus /note sketch on page 6/  
the control tower was manned 24 hours per day.
- (2) Club Building: a one-story wooden building, 40 x 50 m.  
25X1 which housed the officers' and enlisted men's clubs.  
[redacted] there was also a movie house  
and library in the same building.
- (3) Enlisted men's mess hall: a one-story brick building,  
15 x 30 m. (There was no officers' mess at the airfield;  
and, since they lived in private apartment houses in  
Gelendzhik, they usually ate at home.)
- 25X1 (4) Headquarters Building which adjoined the enlisted men's  
25X1 mess hall and was about the same size. [redacted]  
[redacted]
- (5) Group of buildings of various sizes northwest of the air-  
field: it included three or four two-story buildings used  
as EM barracks, and several smaller one-story buildings  
for the dispensary and what were probably some warehouses.
- (6) Northeast of the airfield there was a one-story stone  
25X1 building, 10 x 15 m, encircled by a barbed wire fence; a  
25X1 permanent 24-hour guard was posted there. Although civil-  
ians were allowed to use the road to Gelendzhik which  
passed close to this building, they were not permitted to  
halt or trespass anywhere near to it. [redacted]  
[redacted] this was the ammunition dump of the air force unit  
stationed at the airfield.
- (7) To the south of this building there was another area  
surrounded by barbed wire. There were about 7 - 10 rail-  
road gasoline tanks stored in this area under 24-hour  
guard. Frequently trucks carried drums of fuel and  
lubricants between this point and the airfield.
- (8) Adjoining this area to the north, there was a one-story  
stone building, 15 x 50 m, which housed the commissary  
and PX, where officers and enlisted personnel could buy  
their necessities. Food rations for officers were also  
issued in this building.

b. The military airfield was surrounded by barbed wire fence  
approximately two meters high; [redacted]

25X1 [redacted]  
25X1 [redacted] there was a YAK plane on the field very close to  
25X1 [redacted]  
25X1 [redacted]  
The only entrance to the field was on the main  
road leading between the club and mess building; this was a  
vehicle and document check point (kontrol'no-propusknoy punkt)  
under 24-hour guard. The guard usually did not ask officers  
to present credentials, since he probably knew all of them  
personally. Civilians entering the airfield grounds on duty  
were always thoroughly checked and sometimes even searched.

25X1 [redacted]

SECRET

SECRET

-3-

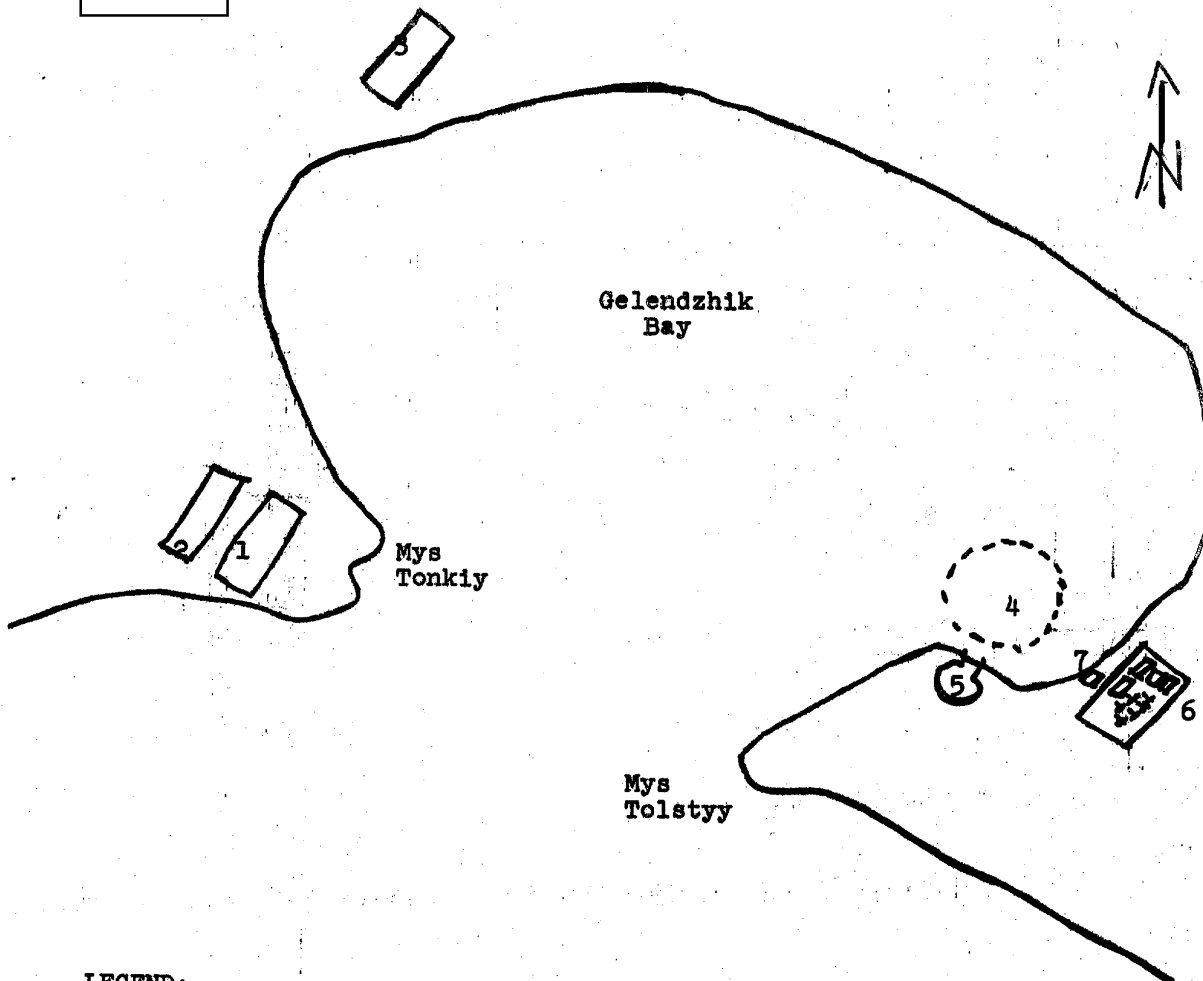
2. Approximately 500 m northwest of the military airfield there was another, a so-called emergency airfield (Avariynny). 25X1  
25X1 25X1  
25X1 [redacted] it was just a leveled area for emergency landings; it was considerably shorter than the regular military airfield, probably not more than 500-600 m long.
  
3. During World War II there had been another airfield in Gelendzhik. It was located near the northern shore of Gelendzhik Bay between the sea coast and the old stone quarry in the north. This field was constructed early in 1943 under the supervision of air force and engineering personnel; the labor force came from the civilian population of Gelendzhik, working 24 hours daily in three shifts. No concrete air strip was constructed, however, and the field was only levelled, allowing landing and taking off of planes. Construction of this airfield was a first priority project, and it was completed in several weeks. It was about 1000-12000 m long and 100 m wide. No buildings were constructed, but open-roof earth shelters were prepared for planes. These shelters (kaponiry) were high enough to make a plane invisible from the ground, except, of course, from the rear. This airfield was abandoned in 1944, when the military airfield on Mys Tonkiy was completed; however, it was not returned to the city administration for agricultural purposes, and no plowing was ever allowed to be done on it. 25X1  
25X1 last in June 1952, one U-2 type plane used for spraying vineyards in the summertime was parked on it.
  
4. From 1942 on [redacted] had a seaplane base in Gelendzhik. It was constructed on the southwest outskirts of the town. Several workshops were organized under large tents in the city stadium approximately 500 m from the sea coast, and repair and maintenance of seaplanes was done in these shops. In 1942 and 1943 there were always several dozen seaplanes sheltered at the stadium and covered with canvas. The seaplane landing zone was at the southeast part of the Gelendzhik Bay, opposite the stadium. When they had landed, the seaplanes were towed by launches to a specially constructed concrete landing ramp 10 m wide. Up on the bank, a circular, concrete extension of the ramp, perhaps 100 m in diameter, had also been built, presumably for convenience in maneuvering the aircraft. Seaplanes were pulled ashore from the water by means of a windlass and steel cables; they were then towed by trucks to the stadium. Seaplanes taking off were pulled to the shore by trucks and pushed to the water by hand. 25X1  
25X1 [redacted]  
25X1 [redacted]  
25X1 [redacted] in May 1945 there was no longer a seaplane base there.  
25X1 [redacted]  
25X1 [redacted]  
25X1 [redacted]  
25X1 [redacted] in 1945 [redacted]  
25X1 [redacted] there was no fuel storage nor any gas tanks at the stadium or on Mys Tolstyy.  
25X1 [redacted]
  
5. [redacted] There was a city meteorological station located between the stadium and the seashore (no further information).

SECRET

- 4 -

25X1

Sketch of Airfields and Seaplane Base in Gelendzhik



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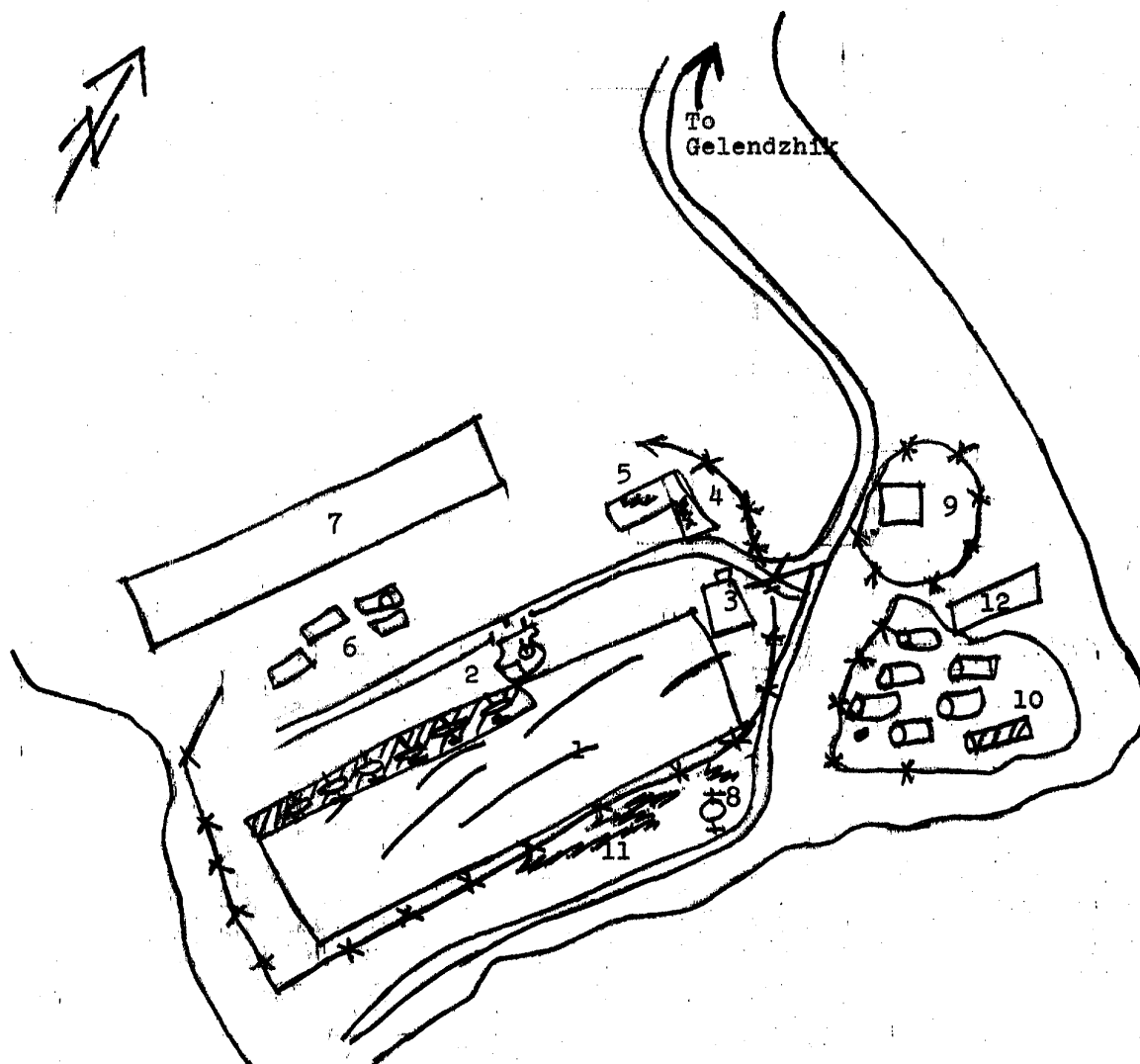
1. Military Airfield Built in 1944
2. Emergency Airfield
3. Abandoned Airfield
4. Seaplane Landing Zone
5. Concrete Platform
6. Stadium and Seaplane Repair Shops
7. City Meteorological Station

SECRET

- 5 -

25X1

Sketch of the New Airfield, Gelendzhik



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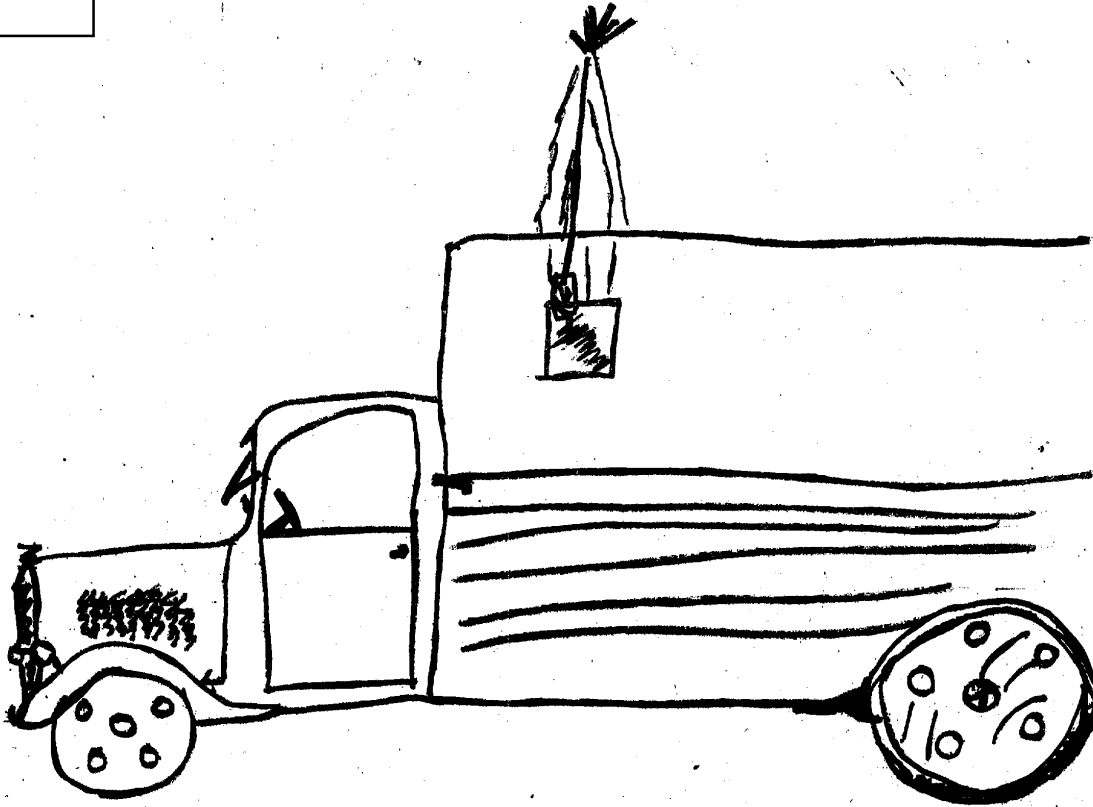
1. Airstrip: The shaded area represents part of the strip where the planes were usually located.
2. Control Tower
3. Club Building
4. Mess Hall for EM
5. Headquarters Building
6. Barracks, dispensary, warehouses
7. Emergency airfield
8. Old, destroyed church
9. Ammunition dump
10. Fuel and Lubricants Storage
11. Sand Quarry
12. Commissary and PX

SECRET

- 6 -

25X1

Sketch of ZIS-5 Radio Truck at the Gelendzhik Airport



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